Auction Sale is always in favour of the highest bidder of public auction and the bids considered below the market price are! rejected;

(d) Yes, Sir.

(c) Following measures are being adopted to avoid any nexus between buyers and officials;—

(i) The Sale of scrap is conducted through public auctions or through open tender.

(ii) At the time of delivery of scrap, representatives of three departments, viz. Stock-holder, Account^ and security Departments are required to witness correct delivery of the sold lot.

(iii) Periodical/surprise checks are conducted by independent supervisors as also Vigilance Organisation of the Railways during the process of delivery of the sold lots.

(iv) Senior Officers from Headquarters monitor rates realised in auctions in the nearby locations as also market trend of scrap rates, etc.

Surcharge collected by the Indian Railways

3946. SHRI B. K, HARIPRASAD: Will the Minister of RAILWAYS be pleased to state;

(a) whether Government are aware of the analytical news-report which appear ed in the Times of India dated 10th July, 1992 by the Syndicate columnist. Pushpa Girimaji, on the unjustified sur charges collected by the Indian Railways;

(b) whether such unfair imposts and trade practices are proposed to be with drawn from Government enterprises; and

(c) whether such cases would be referred suo moto by the consumer National Protection Council or the Department to the Consumer Grievances Board?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN); (a) Yes, Sir.

(b) There are no unfair imposts and trade practices in levying Supplementary Charge on Superfast trains.

(c) Does not arise.

Employment on compassionate grounds in Railways

3947. DR. NARREDDY THULASI REDDY; Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that there is a deliberate delay on the part of the officials in FA & CAO, South Central Railway, Secunderabad in providing employment to the wards of the deceased employees on compassionate grounds;

(b) the number of persons who were provided employment in the last two years in respect of Class IV posts;

(c) the number of cases where there was a delay for more than three months or six months; and

(d) by when they are likely to be obsorbed to mitigate their hardships?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (d) The information is being collected and will be laid on the Table of the Sabha.

Accidents involving suburban local trains

3948* SHRI SUBRAMANIAN SWAMY; Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that during the last ithree years, many accidents, involving suburban local trains, have,taken place over the Central Raliway and Western Railway Network in and around Bombay;

(b) if so, the details thereof;

(c) whether it is a fact that once again the suburban services of both Central and Western Railways get frequently disorganised and cause great inconveni-ence to the suburban commuterza in Bombay;

(d) whether it is a fact that on the 18th July, 1992 there was a train accident near Kalva;

(e) if so, the details thereof;

(f) what long-term measures Government propose to take to see that accidents do not take place on the Bombay suburban network; and

(g) what steps Government propose to take to improve the efficiency and to increase the amenities for the bne -fit of the Bombay suburban Railway Commuters?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALUKARJUN): (a) and (b) There were 7 consequential train accidents comprising 2 collisions, 3 derailments an 2 cases of fire in trains on Bombay suburban sections of Central and Western Railways during the period 1-44989 to 31-3-1992.

(c) No, Sir.

(d) and (e) Yes, Sir, K-75 Bombay VT-Kalyan EMU Local side-collided with A-56 Ambernath-Bombay VT Local between Kalva and Mumbra stations of Central Railway resulting in the death of one person and injury to 21 persons.

(f) Auxiliary Warning System t° pre vent the driver from passing signal at danger has already been installed on Churchgate-Virar section and Harbour Line. Work on Bombay VT-Kalyan section i$ *in* progress. Construction of road-oyer-bridges in replacement of level crossings is proposed as and when spon sored by State Governments on cost sharing basis. Encroachments and hut ments in operational areas are being re moved in association with State Govern ment and Local Authorities.

(g) Improving of efficiency and aug mentation of passenger amenities is a continuous process. The required ameni ties are provided at stations, subject to availability of funds and comparable needs of various stations. A number of pansengtx amenities have been progres-sriely increased over the years,

Railway accidents at Asansol

3949. SHRI SUNIL BASU RAY; Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that there were two accidents at Asansol Railway Station during 16—20th July, 1992;

(b) if so, what are the details including the causeg thereof; and

(c) the action taken thereon?

THE MINISTER OF STATE. IN THE MINISTRY OF RAILWAYS (SHRI MALUKARJUN); Yes, Sir.

On 16.7,92, 69 metres of a 400 metre long wall adjoining Asansol Departure Yard collapsed on account of an unauthorised bole of about three feet having been created in the wall by some unknown people, followed by navy rains. As a consequence one man working in a small unauthorised cycle shop on the other side of the wall reportedly expired.

The Railways are making arrangements to repair the boundary wall and approach civil authorities to prevent unauthorised persons to disturb this wall in future.

On 19.7.92, there was a collision between 6 AP Asansol-Prulia Passenger and 9/NRPA Goods Special on platform No. 2 at Asansol Station. In this accident, 1 person got killed and 8 others injured, including 2 grievous.

Rs. 5,000/- to the next of the kin of the deceased, Rs. 2,000/- each to the grievously injured and Rs. 1,000/- each to the persons who sustained simple injuries have been paid as ex-gratia.

The accident is being inquired into by, the Commissioner of Railway Safety, Eastern Circle, and according to the provisional findings, the accident occurred as a result of over-shooting of the Home Signal by the Goods train, due to non-application of the brakes of BCN wagons.